



# **National Transportation Safety Board Factual Data Collection Report of Accident**

**LAX07CA098**

Aircraft Reg No: N6628U  
Most Critical Injury: None

**Location/Time**

Nearest City/Place: Visalia, CA  
Occurrence Date: 03/03/2007  
Occurrence Time: 0745 PST

**Flight Itinerary**

Last Depart. Point: CONCORD, CA  
Destination: VISALIA, CA

**Aircraft Information**

Type of Aircraft: Airplane (not Homebuilt)  
Make/Model: Mooney / M20D  
Serial Number: 123  
Landing Gear: Retractable - Tricycle  
Engine Type: Reciprocating  
Engine Make/Model: Lycoming / O-360-A1D  
Aircraft Damage: Substantial  
Aircraft Fire: None

**Operator Information**

Registered Acft Owner: Ronnie L. Beckemeyer  
Operator of Aircraft: Ronnie L. Beckemeyer  
Operator Address: Benicia, CA  
Reg. Flt. Conducted Under: Part 91: General Aviation

**Weather**

Condition of Light: Day  
Wx Cond. at Site: Visual Conditions

**First Pilot Information**

Cert(s)/Rating(s): Private; Single-engine Land

**Flight Time (Hours)**

Instrument Ratings: None  
Medical Cert: Class 3  
Date of Last Med. Exam: 10/2006

Total All Aircraft: 1083  
Total Make/Model: 320

**Injury Summary**

	<u>Fatal</u>	<u>Serious</u>	<u>Minor/None</u>
Crew	0	0	1
Pass	0	0	1

**Narrative**

\*\*\* This investigation is based on information furnished by the Pilot/Operator. Additional details may be found in the Form 6120.1\*\*\*

On March 3, 2007, about 0745 Pacific standard time, a Mooney M20D, N6628U, experienced a loss of engine power during cruise and made an emergency landing in an industrial building construction site near Visalia, California. The owner/pilot was operating the airplane under the provisions of 14 CFR Part 91. The private pilot and one passenger were not injured; the airplane sustained substantial damage after impacting a ditch during the landing rollout. The cross-country personal flight departed Concord, California, about 0645, with a planned destination of Visalia Airport (VIS), Visalia. Visual meteorological conditions prevailed, and no flight plan had been filed. The approximate global positioning system (GPS) coordinates of the primary wreckage were 36 degrees 20 minutes north latitude and 119 degrees 23 minutes west longitude.

The pilot reported that he did not check the fuel quantity during his preflight inspection, but stated that the airplane had been "topped off" about a month before, and he had flown for about 1 hour out of the right tank. The pilot believed that the accident flight was flown on the left tank. He did not remember switching tanks during the 160 nm flight. About 3 miles north of VIS the engine "sputtered." He switched tanks and engaged the fuel boost pump. The engine "caught", then "sputtered" again. The pilot switched tanks three or four more times.

The pilot landed the airplane in an industrial building construction site. During the landing rollout the airplane impacted a dirt berm, substantially damaging the fuselage.

Post accident inspection of the airplane by the Federal Aviation Administration revealed that the right fuel tank was empty and the left tank contained about 6 gallons 100LL aviation fuel. The fuel line to the carburetor did not contain any fuel when disconnected. The fuel line was reconnected and the fuel selector valve was noted to be selected to the right tank position. The electric fuel boost pump was activated and no fuel pressure indication was observed. The fuel selector was changed to the left fuel tank position, and fuel pressure was observed to be in the normal operating range.